From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Al Klase <skywaves@webex.net>
Subject: Re: ?? re vernier dial on SW-3, etc receivers
Message-ID: <330B1E0E.41DD@webex.net>

Ho4bart@aol.com wrote:
>
> i own several receivers with this type of dial, as seen on the
> sw-3. but i have never figgered out the purpose of that little
> metal thing that rotates on detentes around the tuning knob,
> and i've never really noticed any difference with different
> positionings of it.

The small metal lever should change the tuning ratio. Mine does.

--
Al Klase - N3FRQ
alklase@prolog.net
Flemington, NJ

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Ho4bart@aol.com
Subject: ?? American tubes produced in Third Reich 1943 ??
Message-ID: <970219002658_1281796026@emout13.mail.aol.com>

a friend asked me about this and i am stumped.
he has these tubes, 6L7 6F7. made by ''Valvos',
France, dated 1943, and marked 'KLM Eigentum'.

(= "Property of War Dept. Air", taking KLM for
? Kriegsluftministerium ?)

why would the Reich aviation ministry be producing
US standard tubes? i don't imagine they produced
these past 1943, when things started to become
really tight in the reich, and for example military
radios began to be built out of a very inferior pot
metal. so, any facts, or guesses with good logic?
thanks, hue miller

and.....digression #23D: one of the contributions to/
symptoms of the Reich's collapse.....too many
different tube types, and not enuff of any particular
type, just like with their weaponry....

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: ?? American tubes produced in Third Reich 1943 ??
Message-ID: <199702190633.XAA04422@netcom2.netcom.com>

As Ho4bart@aol.com discourses
>
> a friend asked me about this and i am stumped.
> he has these tubes, 6L7 6F7. made by ''Valvos',
> France, dated 1943, and marked 'KLM Eigentum'.
>
> (= "Property of War Dept. Air", taking KLM for
> ? Kriegsluftministerium ?)

The German air force was always "Luftwaffe"---"air arm."
>
> why would the Reich aviation ministry be producing
> US standard tubes? i don't imagine they produced
> these past 1943, when things started to become
> really tight in the reich, and for example military
> radios began to be built out of a very inferior pot
> metal. so, any facts, or guesses with good logic?
> thanks, hue miller

I think there are some misconceptions here, starting with the small fact that Vichy France and Das Reich were not synonymous. You've noted that these tubes were of French manufacture. The factory was probably set up and skilled in building these designs. Also, they may very well have NOT been intended for military end use. Germany did not go to a total war economy until 1944, unlike the US (April '42) and Britain. Keep in mind that the French manufacturing base that existed in 1939 was undamaged and intact after the June 1940 armistice, and continued to operate in a French context---whether the end products were exports to Germany or not.

My guess is that the KLM acronym remains tied to the Dutch airline----konigsluftshiffmatschaapi, if I recall correctly. This maintains a "noncollaborationist" arms length commercial relationship, and very likely the goods went in equipment used in one of the occupied countries, not the Reich.
>
> and.....digression #23D: one of the contributions to/
> symptoms of the Reich's collapse.....too many
> different tube types, and not enuff of any particular
> type, just like with their weaponry....
>

I would suggest some reading of serious scholarly studies of such things before nurturing such beliefs. The Allied bombing survey is an excellent source, because it discusses German industrial capability throughout the period. Alexander Werth's "France 1940-1955" is forty years old, but an excellent study of just when went on before and during the Vichy period.

This list isn't the place to discuss history, but I think it needs to be said that European continental technology was good during this period. And I'll repeat by distinguishing----that these particular thermionic valves were made in France, not Germany.

--

===

Hank van Cleef
E-mail vancleef@netcom.com or vancleef@tmn.com

===

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: ?? American tubes produced in Third Reich 1943 ??
Message-ID: <Pine.3.89.9702190820.A22401-0100000@inet.uni-c.dk>

> a friend asked me about this and i am stumped.
> he has these tubes, 6L7 6F7. made by ''Valvos',
> France, dated 1943, and marked 'KLM Eigentum'.
>
> (= "Property of War Dept. Air", taking KLM for
> ? Kriegsluftministerium ?)
>
> why would the Reich aviation ministry be producing
> US standard tubes? i don't imagine they produced
> these past 1943, when things started to become
> really tight in the reich, and for example military
> radios began to be built out of a very inferior pot
> metal. so, any facts, or guesses with good logic?
> thanks, hue miller

A probable explanation would be, that at the time they would use anything available from the occupied territories in the war effort.
I have French, Dutch and Polish military radios with German legends, made during the war and used by the German forces.
So why not use tubes made in those countries too.

73   Rag OZ8RO LA5HE

>
> and.....digression #23D: one of the contributions to/ symptoms of the Reich's collapse.....too many different tube types, and not enuff of any particular type, just like with their weaponry....
>

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: ?? American tubes produced in Third Reich 1943 ??
Message-ID: <970219132424_-1206713308@emout04.mail.aol.com>

In a message dated 97-02-19 01:34:05 EST, vancleef@netcom.com (Henry van Cleef) writes:

<< I think there are some misconceptions here, >>

well, some relevant facts are:
1) french industrial production at this time was directed by the Reich;
2) german war economy was on a war footing from at least 1943, i cite for example goebbels' "total war" speech after stalingrad;
3) for example, german civilian entertainment receivers ceased to be built after 1941; military entertainment receivers production halted in 1943;
4) military radio equipment built for non-aircraft deployment from 1943 made extensive use of poor grade pot metal; compare for example the Torn E.b. receiver from 1939 and 1943, and you will see that the latter production of this receiver weighs twice as much as the former, and is of a claylike alloy that tends to crack & crumble after absorbing moisture. is this not a sign of wartime emergency ?? Germany producing (under direction) vacuum tubes for export at this point ???
5) the air arm of the german "defense force" (=Wehrmacht) was of course the Luftwaffe, however as unnecesssary as it seems there existed thru out the war also the german civilian airtransport ministry (RLM).
6) did any Dutch airline exist in 1943 ???? Also, is the word 'Eigentum' (=property) the same in Dutch and Deutsch? (i do not know.)
As for Netherlands importing tubes from france: a large dutch equipment and valve producer, Phillips, already was in operation.
7) a better source on wartime production in the Reich and occupied territories is Speer.
8) re my largely facetious afterword on the plethora of tube types paralleling the diversity of weapons deployed by the Reich, this may not be so far fetched. consider the variety of tubes, just for some examples: the purely military RV series; the EF, EL etc series; the ER series used in commandeered Italian equipment; the 2 different

1-volt portable equipment series, non compatible. the german RPG43
(Roehrenprufgeraet = Tube Tester, not Rocket Propelled Grenade, hi)
has data cards for german, US, UK, italian, french, and russian tubes.
did they maybe provide for use of captured materiel?
not to go into this at any length, but it is a fact that the Reich charged
off into many interesting weapons paths: small arms with 90 degree
bends for shooting around corners, radio controlled tankettes and glide
bombs, Vengeance-rockets, pusher-puller fighter plane, a 4-engine
bomber to bomb the USA; besides using a good number of captured
weapons and AFVs. meanwhile, a critical shortage of the basic, reliable
designs that were most capable of holding back the tide.
as an aside, i mention i have seen german aircraft radar valves produced
in january 45, pretty late in the game. once produced, there were
practically no aircraft to install the valves in, and likely no way to get
the tubes to the aircraft anyway.

i am wrong often enuff that i can't dismiss the suggested explanation.
however, let's say i'm still unconvinced.
so, back to my original question...........
hue miller

"Once the rockets are up,
  who cares where they come down?
 'That's not my department',
  Says Wehrner von Braun."   (Tom Lehrer)

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: ?? American tubes produced in Third Reich 1943 ??
Message-ID: <970219143627_819940324@emout14.mail.aol.com>

In a message dated 97-02-19 08:57:49 EST,
Karl-Arne.=?ISO-8859-1?Q?Markstr=F6m_08?=.6017171@theporch.com writes:

<< A few German tubes I've seen that were used for air defence purposes
(parts of the Wurzburg-riesen radar set)
had the marking "Telefunken RS.... Eigentum der R.L.M." where R.L.M. stood
for Reichsluftfahrtsministerium
which was one of the Government agencies responsible for research and
development of anti-aircraft systems.

Tubes for Air Force (Luftwaffe) use would most certainly would have had
Luftwaffe property markings. >>

>> Reichluftfahrtsministerium = reich airtransport ministry, altho i think i

remember also, seeing Luftwaffe equipment bearing the RLM Eigentum marking, and i don't recall seeing any tube with a marking specifically for the Luftwaffe. Wehrmacht ground forces valves are marked Wehrmachtseigentum (=armedforcesproperty). Navy tubes are marked Kriegsmarine if marked at all, nicht wahr?
thanks much to all who took time to give input on this. i will print all and give to my friend, Max Kaplan.
hue miller

"Once the rockets are up,
who cares where they come down?
That's not my department",
Says Wehrner von Braun. (Tom Lehrer)

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: Re: ?? re vernier dial on SW-3, etc receivers
Message-ID: <Pine.SUN.3.91.970219111530.12330B-100000@indy2>

Hi!

Hue Miller comments on a National "B" dial that doesn't seem to have much change in tuning ratio when the "gizmo" is moved.
That indicates a problem, as the rate should change over a very wide range in the 100-some degrees of motion of the widget. It's pivoting a pair of brass or bronze pinch wheels a ways off from their axis of rotation (and taking the knob along, too, which you should be able to see). As they pivot, the point at which they contact the driven wheel (which carries the scale) varies, changing the "gear ratio" between the two.

It's possible that the silver sphere & actuator have got off from where they should be, though that would still give some change (like from "it doesn't move the driven wheel" to "works," or from "jammed" to "works"). Other possibility is that the works are gunked up--can be checked by poppinng off the nickled dress cover at the center of the dial, loosening the set screw in the coupling you'll find there, and removing the three tiny (2-56) nuts, two at top and one at bottom) that mount the dial in back (and maybe a dial-lamp holder on the top two, very nice), then taking the dial off. It's an open-back job, so the Mysterious Inner Workings are easy to see.

Clean with *care,* as you don't want to get anything on the dial scale. (Heavy thread or even unwaxed dental floss is probably well-suited to degumming the pinch-drive). Don't attempt disassembly; it might be possible but I have never found a way, are there are lots of molded-in bits showing National's origin as a toymaker!

73,
--Bobbi

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: Anyone used a Q-Multiplier with BC-348 ?
Message-ID: <970219135247_786203197@emout06.mail.aol.com>

In a message dated 97-02-19 10:25:04 EST, you write:

<< The '348 is a great Rx..IF it had a front end (not required at altitude!!
) and IF it had an IF!. Actually friends, the RAF R1155 is beats the socks
off it from 3-16 Mc/s...BUT thats another story!!. >>

this is actually my forward to anchors of an email to me. i wonder if
anyone would care to comment on it. hue miller

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: bdhall@ghg.net (Benjamin D. Hall)
Subject: Re: Anyone used a Q-Multiplier with BC-348 ?
Message-ID: <330B4F6A.A17@ghg.net>

> << The '348 is a great Rx..IF it had a front end (not required at altitude!!
>) and IF it had an IF!. Actually friends, the RAF R1155 is beats the socks
> off it from 3-16 Mc/s...BUT thats another story!!. >>

I spent some time playing with my BC-348-R, and I really like it for
what it is - a 1940's era no frills receiver. On my excuse for an
antenna, I found that I could hear almost everying on the BC-348 that I
could hear on the R-390A, except for the weak stuff. On mine, the
crystal filter seems to be chosen for voice use rather than CW use,
which I find kinda wierd. I would have thought it to be a CW type of
thingy. I've used mine primarily for SW BC, although it isn't that bad
on SSB surprizingly... Sounds nice feeding a 12" Halli speaker I've got
laying around to go with my SX-24 whenever I find those elusive
roundtuits. Of course, I've always done SSB the hard way using the BFO
on all my sets as after I sold my Racal RA6790/GM, so maybe I'm tolerant
of SSB-BFO aggrivation others aren't...

Recently "zeroed" the BFO on my R-390A with my sig gen and boy is she
nice on SSB now. No fuss, no muss. Zero beat Donald Duck, bfo to on,
bfo pitch to +/- 1kc and bingo, stable SSB. She doesn't drift
either... 30 minutes later, nothing changes...

Thanks and 73,
Ben
--
Benjamin D. Hall, Houston Texas - Junque collector extraordinaire.
E-mail: BDHall@GHG.net (home) -or- Benjamin.D.Hall1@JSC.NASA.GOV

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Mike Sanders <k0az@i1.net>
Subject: BAs near K.C.
Message-ID: <3.0.16.19970219174052.2d4ff20c@i1.net>

Greetings All,

After getting home Sunday from the Moline Hamfest I had to take off to K.C. Monday. Just got back this afternoon. Good trip. Anyway this a.m. before leaving we stopped to visit Associated Radio in Overland Park near where we were staying. They had BAs on the shelves. Of most note was the Cosmophone 35. First I had ever seen in my life. Rare indeed. Also they had not one but two FB7s on the shelf and at least one doghouse supply. Two Harvey Wells Bandmasters. One with the VFO and supply! A number of other nice pieces too. I came really close to bringing home the RME6900. It was in really nice condition. I managed to leave it behind for someone else to take home. I am whipped with all the traveling around the area but have really enjoyed it. My boss is a ham and although not a BA type he has a healthy respect for the stuff and enjoys my dedication to it.

73, Mike K0AZ

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Brian.Harris@sv.sc.philips.com (Brian Harris)
Subject: Collins Transformer
Message-ID: <30b936b0@scs.philips.com>

Can anyone ID a Collins transformer for me? The Collins part number is: 622-0314-00. I believe it is a plate/filament combination. It was made by Freed Transformer (Freed part number 36657).

Thanks, Brian Harris WA5UEK

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Richard Hager <rhager@millcomm.com>
Subject: DRAKE PARTS CONTACT INFO
Message-ID: <330B599E.6952@millcomm.com>

Hello folks,

I'm on another mail reflector that deals with high-end PCB layout CAD software. During a recent thread there, I noticed that one of the members had a signature saying R.L. Drake. I asked him if it was the same Drake as the maker of those fine ham radios and he replied in the affirmative.

Later, I got a message from their Service Manager inviting members of this group to call on them for parts and help.

I'm including that message here for any of you that do not already have this contact info. Please save this message NOW if it's important to you, as I will not be saving it here and can provide no further info.

Richard

BEGIN QUOTE...

Dear Mr. Hager:

Your e-mail to Rick has been forwarded to me since I am the Service Manager. Your group can reach me by e-mail at bill frost@rldrake.com, or by fax at 513-743-4576, or by telephone 513-746-6990, or by mail, R.L. Drake Company, 230 Industrial Drive, Franklin, OH 45005

We have most parts available for the older Drake products, however, some of the unique parts are no longer available. We have spare parts lists that can be sent upon request for most products. These do not cover all parts, but most commonly requested, etc.

Regards,
Bill Frost
Service Manager

c: Rick Dobberstein
Engineering Department

--

Richard Hager

```
+ Ah-ha! Design Group, Inc.           -
+ Precision CNC Technology, since 1991  -
+ 612-641-1797, Fax: 612-641-8681        -
+ "I just like to make things" so...       -
+ ...for CNC info, please call Ah-ha! direct  -
+ http://www.ahha.com  email: sales@ahha.com    -
```

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Terry Pridgen <pridgent@pinn.net>
Subject: Drake Rcv Parts
Message-ID: <Pine.SUN.3.91.970219085134.12976A-100000@everest.pinn.net>

If anyone has a junker R4,R4A or R4B for sell, please let me know via Email. I'm in need of the T6 transformer.

KC4YTF
pridgent@pinn.net

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ben Bradley <bradley@norcross.mcs.slb.com>
Subject: Even More Tek Stuff: bring unwanted plug-ins to Dalton Hamfest
Message-ID: <3.0.32.19970219182220.00924a70@norcross.mcs.slb.com>

Larry Keith <KQ4BY@IX.NETCOM.COM> wrote:

>OK, I'll take a break and go find some more banana boxes.. Ya'll come!

I'll be there myself. Please bring your Tek plug-ins to Dalton, and I'll see if I can find them a home in the mainframes I got.

I just got a note from Stan Griffiths answering some questions about my last post, and I remember a few others too. Someone said the plug-ins for the Tek 580 series were hard to find (I have a 581 and a stripped 80 plugin which even when complete is useless without a hard-to-find cathode follower probe). But if I could find a model 81 adapter, it would take plug-ins for the 545 series (I hope I remembered that right).

I've since received Stan's book, saw the picture of the 81 adapter, and said hmm... I went out to the garage, er, BA storage area, and pulled out that funny thing that was sitting in the 581 plugin spot, that I hadn't pulled out yet. Sure enough, it's a model 81 adapter, looks in fine shape except missing the three apparently common-looking-type miniature tubes.

If I don't find adequate plug-ins at Dalton, I may take up an offer or two on plug-ins I received from this thread.

So, who knows, maybe I'll get these things running...

The hamfest info I have:

>i-75 north to exit #137 south on hi 41 to legion dr. turn left there
>is a kroger/ kmart on the right

>--------- Begin forwarded message ----------
>From: n4otc@juno.com (harold w jones)

```
>To: n4isl@juno.com
>Cc: n4otc@juno.com
>Subject: Re: Dalton ARC Hamfest
>Date: Tue, 26 Nov 1996 08:48:29 PST
>Message-ID: <19961126.085526.5047.1.n4otc@juno.com>
>References: <19961214.235923.7887.0.N4ISL@juno.com>
>
>HAMFEST 15  THE DALTON ARC "W4DRC"  HAMFEST  15
>
>SAT. FEB.22,1997 OPENS 8:00 AM / SET UP 7:00 AM
>
>AT THE NORTH GEORGIA FAIRGROUNDS  DALTON, GA.
>
>NO VE TEST
>
>HOURLY DOOR PRIZES  DRAWING FOR GRAND PRIZE 2:30 PM
>
>MANY DEALERS AND VENDORS, UNLIMITED TAILGATING
>
>BREAKFAST AND LUNCH WILL BE AVAILABLE
>
>TALKIN ON W4DRC 145.230 (-) MHZ
>
>DEALER AND TABLE INFO:  ADMISSION IS STILL $5.00
>
>TABLE PRICE IS $5.00 / 6 FOOT TABLES WITH A FEW 8 FOOT TABLES BUT NO
>CHOICE AS TO SIZE !!
>
>TAILGATING IS FREE AFTER ADMISSION OF $5.00
>
>THE INSIDE IS SOLD OUT NORMALY BY THE END OF JAN.
>
>CALL HAROLD N4BD EX N4OTC 706-673-2291 AFTER 6 PM ONLY OR JAMES K4FLG
>706-278-0630 AFTER 6 PM ONLY THE WIVES WILL NOT TAKE OF GIVE INFO.
>REMEMBER AFTER 6 PM ONLY AND TALK TO ME OR JAMES
>
>MAIL: DARCI  PO BOX 143  DALTON GA 30722-0143
>
>THERE ARE NO CAMPING HOOK UPS. A FEW SELF CONTAINED RIGS STAY INSIDE THE

>FENCE AT NITE, BUT THE FAIRGROUND RULES REQUIRE A TOTAL LOCK UP AT NITE.
>THE GATES WILL BE LOCKED AT 9:00 PM. N6IFL ALA. RADIO WILL HAVE A KEY
>INSIDE FOR EMERGENCYS.
>
>N4BD HAROLD
>--------- End forwarded message ----------
>
>
```

       Ben Bradley, Design Engineer
       Schlumberger MCS
snail: 3155-B Northwoods Parkway
       Norcross, GA 30071-1576 USA
email: bradley@norcross.mcs.slb.com
voice: 770-368-3444 ext. 3191
fax: 770-840-8614

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: nielw@ix.netcom.com (Niel Wiegand)
Subject: Fixed National Radio Web Page
Message-ID: <199702191235.GAA19583@dfw-ix7.ix.netcom.com>

I've completed the upload of National's 50th Anniversary Album that's part of my web page at http://www.io.com/index.htm. Let me know if you still get "file not found" errors.

73, Niel

You wrote:
>

>
>I will be back to the web site later this evening to double check,
>but I think I was getting "file not found on this server" stuff on
>just about everything. I have no idea how the Webpages work or why
>that is doing what it is doing. I will send you a little more info
>on what is going on later this evening probably.
>

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: JONWEINER@aol.com
Subject: re: for trade HQ-170C
Message-ID: <970219104504_244424870@emout18.mail.aol.com>

I have a mint conditon HQ-170C with SP-200 speaker and original owners manual. I am looking for other boat anchor gear to trade for, especially transmitters (no military stuff, thanks). Also looking for the SSB adapter for the B&W-5100 (need the one with the square meter face). I am only

interested in items within reasonable driving distance of Greenville, SC.
Thanks, JON

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: "Gary H. Harmon, Jr." <gharmon@txdirect.net>
Subject: FS: Hallicrafters Stuff
Message-ID: <199702191149.FAA07315@legend.txdirect.net>

FS: Scarce but obviously not too desirable, Hallicrafters S-58 AM/FM receiver. About the size of an S-85. Works but probably could use some tweking, caps, you know. Excellent condition except some of the panel letters are worn. Easily restored, IMHO. Sorry but no manual. $55 plus UPS.

FS: Hallicrafters SR-34 6 & 2 meter transceiver. Untested. Manual copy. Jones plug for power cable. $55 plus UPS.

FS: D type scope plugin (actually a LA-265-D). $25 plus postage.

FS MAYBE: Cabinet for SX-62/HT-32/SX-101/who knows/etc. No feet, some rust, needs refinishing. If you need one drop me an e-mail. BTW, anyone know how to tell what kind of radio it went to?

Trade offers openingly considered and still looking for Heathkit catalogues.

73 and have a great day,
gary

```
<><><><><><><><><><><><><><><><><><><><>
<>    Gary H. Harmon, Jr., K5JWK      <>
<>        6302 Robin Forest           <>
<>    San Antonio, TX 78239-3218      <>
<>          (210) 657-1549            <>
<>       gharmon@txdirect.net         <>
<><><><><><><><><><><><><><><><><><><><>
<> TOO MANY PROJECTS, NOT ENOUGH TIME <>
<><><><><><><><><><><><><><><><><><><><>
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From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: "William C. Robbins" <billrobb@net-link.net>
Subject: FS: Heath Catalogs
Message-ID: <199702191816.NAA00570@serv01.net-link.net>

I have 3 partial Heath catalogs that I am getting rid of.

1.   1967 pages 3-54, no cover.

2. 1971 Spring pages 5-76, no cover.
3. 19XX or so. Can't tell. pages 7-94. Has the Mohawk, Apache,
SB-10, Warrior, etc.

I know these are not collector quality but they still are fun to look at. I want to trade for Heath knobs, parts or something interesting. Or, if you have done me a favor in the past, let me know and I will consider it. Made trade offers. Cash offers considered but not preferred.

Bill

WA8CDU Heathkit Collector

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Jeffrey Herman <jeffreyh@hawaii.edu>
Subject: FS: Heath DX60, HW-16, HS-1661
Message-ID: <97Feb18.201636hwt.188165(8)@uhunix3.its.Hawaii.Edu>

Did someone have an unbuilt HW-16 with missing parts? I thought I read something about that today. If so, the following ad might be useful - hopefully his '16 will have the parts you need. It appeared on rec.radio.swap. His email address is at the bottom.
Jeff KH2PZ

>For Sale:
>Heath DX-60 CW/AM transmitter, manual, exc. condition. $65
>Heath HW-16 CW transceiver, non-working for parts, missing power trans-
>former, few knobs, otherwise complete, $30.
>Heath HS-1661 speaker, matches HW-line of radios, exc. cond., $35.
>All for $120, shipped.
>Bob Needleman, K3AC
> 74002.64@compuserve.com

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Brian.Harris@sv.sc.philips.com (Brian Harris)
Subject: FS: miscellaneous
Message-ID: <30b936c0@scs.philips.com>

I have the following hardware for sale:

1. Filter Choke - 3.2 Henries - 95 Ohms - 12.5 ounces - unknown current rating but it's probably 30-75 mA based on the mass. They mount with four

bolts and are about the size of a small child's fist. These are new (some are still in boxes). 10 pieces only. $3 each.

2. Grommet - 1-1/8 inch OD - 7/8 inch hole required - 5/8 inch ID - 1/4 inch thick - accomodates a chassis thickness about 1/16 inch. 10 for $2.

3. Rubber Plug/Feet - need 1/4 inch hole - 3/8 inch inside flange - 1/2 inch outside - very low profile - 3/16 total thickness - accomodates chassis 1/16 inch or less. Four for $0.50.

4. 12 Button Telephone type keypad - ribbon cable output - mounts with 4 holes. $1 each.

5. Power Diode - Motorola MR502 - 200V @ 3A - axial leads. 2 for $1.

6. Heatsink for 40 pin DIP IC's - make your processors, etc. run cooler to last longer - attach with adhesive strip (included). Free (2/person max).

7. Transistor - 2N2219A Motorola. 10 for $1.

8. Capacitor - M39003/01M 2257J 37942 - 50 uF - maybe 5-10 VDC. 10 for $1.

9. Capacitor - 470 pF disc ceramic - X5F - 325 pieces. 10 for $1.

10. Capacitor - 330 pF silver mica - 5%. 5 for $1.

11. Capacitor - 620 pF silver mica - 5%. 5 for $1.

12. Metal Film Resistor - four different values (210/100/1.9K/511 Ohms) - 5% - 1/4 or 1/2 Watt? 10 for $1.

13. Microswitch - OMRON - SPDT - 5A/125V - mounting holes 3/16 inch apart - small roller on actuator. $0.50 each.

14. Inductor - 6.8 uH - 10% - axial leads. 10 for $1.

15. Resistor - 9.36K - RN55 type. 10 for $1.

16. Resistor - 470 Ohm - 5% - 1/4 or 1/8 Watt?. 10 for $1.

All items plus shipping/postage.

Brian Harris WA5UEK

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Brian.Harris@sv.sc.philips.com (Brian Harris)

Subject: FS: QST magazines
Message-ID: <30b94570@scs.philips.com>

1972 - good - $10
1973 - good - $10
1974 - good - $10
1975 - missing April - good - $8
1976 - missing March - good except Aug & Sep water damaged - $5
1977 - Jan thru Sept - good - $5

All plus UPS from 75080

Thanks and very 73,

Brian Harris WA5UEK

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Brian.Harris@sv.sc.philips.com (Brian Harris)
Subject: FS: tubes
Message-ID: <30b936d0@scs.philips.com>

Before I offer these to AES I thought I would offer them here.

****

5814 - These are preventive maintenance pulls. All I tested read good.
$1 each - 3 for $2 - 5 for $3 - 10 for $5

****

Western Electric - make offer.

404A (4) NIB

396A (7) NIB, 1 used

417A (4) NIN, 2 used

****

Antique or Unusual - used - (* indicates filament checked, rest are untested)

Raytheon   Type B-H

Amperex   HF-300 *

DeForest   503-A *

Taylor	TW-75
Raytheon	RK-60
RCA	845
Eimac	2-50A
Lewis & Kaufman	3B24 JAN
Tungsol	368AS
Eimac	4-250 (this is inked "Engineering Sample" and looks a bit different than production 4-250's)

****

Brian Harris - WA5UEK - The Cosmophone Collector
****
Wanted for collection only: Cosmophone, NC-400, PRO-310, 30J, any 30K type,
KW-1, pre-war Collins.   Cosmophone owners please contact me for registry.
****

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: German-American valves
Message-ID: <memo.577522@cix.compulink.co.uk>

>why would the Reich aviation ministry be producing US standard tubes? i don't imagine they produced these past 1943, when things started to become really tight in the reich, and for example military radios began to be built out of a very inferior pot metal.

I think a closer examination of the facts would put a different spin on this. For a start, it must be remembered that before the war, manufacturers all over Europe were producing US-style valves under licence. The British make BRIMAR (standing for British-made American range) was a case in point, and French companies also made them (I have advertisements in pre-war French magazines).

VALVO was a German company (then or later in the Philips group); I didn't realise they had a factory in France but it doesn't surprise me. By 1943 the German military were no doubt getting desperate for component supplies , what with many of their factories bombed by the Allies, so it would make sense to procure these from occupied France. I am quite sure that American designs were not their first choice (for why, see below) but "beggars can't be choosers"!

>and.....digression #23D: one of the contributions to/symptoms of the Reich's collapse.....too many different tube types,

aaaargh!!!! On the contrary... they tried to standardise far too much, making a very small number of types do just about every job imaginable. For some applications the valves were over-specified but it did help rationalise store-keeping.

As for poor quality of pot-metal, this is probably true but you need to remember that to make good Mazak, you need extremely pure materials, which would have been difficult to find. Collectors of British and US-produced toys made of the same stuff will tell you sob-stories of the dreaded Mazak disease, which affects Mazak of all nationalities. At the time these castings were new, they probably looked and worked fine.

For my part, I could digress until the cows came home on the merits and demerits of die-cast radio chassis but I won't unless requested!

Andy G8PTH.

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: German-American valves
Message-ID: <970219141455_1248361169@emout06.mail.aol.com>

In a message dated 97-02-19 09:23:42 EST, midshires@cix.compulink.co.uk (Andrew Emmerson) writes:

<< aaaargh!!!! On the contrary... they tried to standardise far too much, making a very small number of types do just about every job imaginable. For some applications the valves were over-specified but it did help rationalise store-keeping.

>> you are referring to the much remarked proclivity of the german designers to build a receiver based on only one tube type. example, Torn E.b. or KWEa
perhaps we could say on this level they tried to standardize too much. however, the equipment does work well. and on the radar equipment, you do not, of course, see the trying to force one valve type to fit all roles. however, i maintain i am correct about the tube types. i addressed some of this in a reply to Mr van Cleef's posting, but i don't know if i sent to 'boatanchors' also. i'll see if it shows, if not maybe send a copy. what i ask you to consider is the varieties of german valve families.

sure your KWEa uses 10 type RV12P2000 and nothing else. however the KST might use the EF, EL series. the Italian comm receiver in the radio truck uses Italian ER6 valves. the VR27 seaplane receiver uses different valves, supplied by dutch Philips. the K42 uses a 1-volt series, but it's a different series from the 1-volt tubes in the WR1. standardization?

As for poor quality of pot-metal, this is probably true but you need to remember that to make good Mazak, you need extremely pure materials, which would have been difficult to find. >>

>>and became increasingly harder to find as time went on, specifically 1943 and on. of course, tactical equipment was not designed for the 'long term', it was to answer an existing problem. and much of it would be mangled in short order anyway. so, pot metal and omitting the primer paint, for example, kept these weapons flowing to the front under this crisis condition.
no 'probably' about the metal quality. i wish i could show you the coil turret from a Torn Eb, with the metal swelling and cracking so that the turret cannot turn past the switch contacts. or the Torn Eb whose front panel has swollen so much that the set is jammed tight in its case, cannot be withdrawn. hue miller

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: "Gene S. Katz" <gkatz@motown.lmco.com>
Subject: German/US/Foreign Valves
Message-ID: <Chameleon.970219095054.gkatz@pc062164.motown.lmco.com>

Name: Gene Katz
E-mail: gkatz@motown.lmco.com
From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Mike Toneri <toneri@ils.net>
Subject: Re: Get those SSB BA's out for the Cq 160 SSB
Message-ID: <199702191039.FAA26423@server1.ils.net>

At 09:58 PM 2/18/97 -0600, David L. Thompson wrote:
>Gang,
>
>Several of you were active on CW during the CQ 160 CW a few weeks ago. This weekend is the SSB portion. If you have a BA with 160SSB get on and work a few states, provinces, and even DX countries.
>
Hi Dave. Look for my good friend Don, VE3ESE, operating from Cuba with the call sign TH8RAC. I believe he is the first non-Cuban ham to be granted a licence since Castro took over.

73...Mike VE3FGU

****
Mike & Lynda Toneri   E-mail: toneri@ils.net
****

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: km1h@juno.com
Subject: Re: Get those SSB BA's out for the Cq 160 SSB
Message-ID: <19970219.111213.9791.3.km1h@juno.com>

Two points BAers.

AM works quite well in the 160M contest too, dont limit it to SSB! The contesters will want to work anything they can. I may even crank up the Viking 2 for grins.

That Cuban call is not for an individual, it is a Club call. There have been other occurances of foreign national activity the past few years in Cuba, including Canadian and American operators. They were all from club or special event stations.

73.......Carl   KM1H

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Mike Toneri <toneri@ils.net>
Subject: Johnson Adventurer fun.
Message-ID: <199702200040.TAA08786@server1.ils.net>

This past week I have been operating my Johnson Adventurer transmitter on 80 and 40 meters with considerable success, and a whole lot of fun. It's amazing what you can work running 25 watts and limited to a few frequencies. I think I will keep it in the shack for a couple more weeks and see if I can work some DX on 20 and 15 metres with it.
73...Mike VE3FGU

****
Mike & Lynda Toneri   E-mail: toneri@ils.net
****

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: Re KLM

Message-ID: <memo.577523@cix.compulink.co.uk>

I forgot to mention... surely KLM does = Kriegsluftministerium?

Had it been KM, that would have been Kriegsmarine (Navy) but I'd go for the Air Ministry (which is also an exact translation of what British valves had, i.e. AM for Air Ministry).

Andy.

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: w2ec@VNET.IBM.COM
Subject: KWM-2/2A Service bulletins
Message-ID: <199702191404.IAA28089@uro.theporch.com>

It was suggested on last nights CCA net that the problem I'm having with my KWM-2A might be related to SB-8A/B/C, or the lack of them on my rig. Is there a source for the info contained in the SB's somewhere? I'd like to see if my KWM-2A has had those SB's applied. I believe I'm at least up to SB-7 since I have the plastic enclosed plug-in relays.

Thanks, Ray W2EC w2ec@vnet.ibm.com

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: Monitoring Transmitted AM Signal
Message-ID: <199702190540.WAA29364@netcom2.netcom.com>

As Grant Youngman discourses
>
> The AC-like hum I hear in anything I've tried to monitor my signal
> on is not in the transmitted signal. On the air reports have
> repeatedly confirmed this. But locally (in the confines of my
> shack, house, yard) the hum is louder than the detected audio. And
> it shows up in the locally detected signal whether I'm using the
> Globe King 500C or my IC-781 as a transmitter.

Have you actually tried to monitor your signal with a different monitor? Not clear from the comment below.
>
> I agree its probably got something to do with grounding or ground
> loops or receiver overload (??). Everything in the shack that is
> involved is tied to a single point RF ground that goes outside to a
> string of rods, plus the usual 3-wire line cord safety grounds.

Well, 99% of the time, ground loops are mythical. 1% of the time, you've got grounding troubles.

Technically, I would be much happier if your pipe "Mecca" circuits were completely isolated from your 3-wire-to-pipe ground circuits. If these have a DC common tie between them, you are running parallel grounds, and if you are using a single-ended antenna, are expecting those two circuits to carry plenty of energy.

You can determine if you've got "music" between the two ground circuits with a Tek scope, which is tied to the 3-wire ground. Probe the "mecca" ground wire without grounding the probe, and see if you can see any "music."

One thing you want to keep in mind is that a "ground wire" typically has a 120 ohm characteristic impedance between the point where you connect to it and the point where those pipes make contact. Also that the ground currents propagate at about 10 inches a nanosecond. If those wires are long compared to your transmitting frequency, you can set up some fine waves in your "ground"---even with a bus bar ground.

>
> On the other hand, one of the receivers I've monitored on is totally
> isolated (battery operated SS set). So, if its not really in the
> transmitted signal, but still shows up in an isolated monitor
> receiver -- maybe I've found the wormhole into the spirit world :-)
>

Have you tried this? If you get hum in this set, you are transmitting hum.

--
===
Hank van Cleef
E-mail vancleef@netcom.com or vancleef@tmn.com
===

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: More Regen Threading the Eye of the Needle.....
Message-ID: <9702191919.AA160674@csemail.cropsci.ncsu.edu>

Hue brought up some good points about the regen sets, and I thought I would add a few more tidbits.

>despite the long (and vy interesting, i felt) thread on receiver radiation,
>i don't consider radiation to be the reason for including an rf stage.

Not practically, at least, except for the decoupling/isolation effect that was well covered earlier due to WWII constraints. 90% of it was a) isolation for decoupling stability and b) provision of gain control. Isolation or decoupling is highly critical in regenerative receivers of any type. The Ideal Coupling that I shoot for is about 1 pf max for capacitive coupling and a loosely coupled 1 turn link max for inductive coupling into the detector secondary circuit from the primary circuit. Any more that that and it is usually overcoupled in my hands. ALL commercial regen receivers make a compromise of this and either provide variable coupling via a link system (as in the Classic styles of the SE-143 through BC-131 series receivers) or fixed coupling with a variable gain feature (rf stage with gain control, as in the usual later commercial sets by RMCA/Federal/Mackay and the Navy RAL (RCA design)). In most of these sets, gain control is only provided by rf gain and the audio is usually run wide open if an audio control exists at all. Practically there is not a lot of difference between the two methods, although the rf stages add isolation and some increase in passband selectivity under average conditions. Typically when heavily regenerating, my direct coupled detectors appear to have about a +-3khz selectivity passband at what I would estimate to be the usual 6db down. The passband will pass sufficient signal to weakly hear up and down about 6 khz off the beat. The RAL, by comparison, with two stages of rf circuits, has roughly about a 6db +-2khz point, but the maximum passband is about 4 khz under worst conditions where the homebrew coupled detector is 6 khz. By contrast, I did a test on the ARC-5 3-6 mhz receiver and it was +- 6khz at only 6db down and would hear +-10khz with ease, about the maximum passband of my headphones. When I set the regenerators on the ragged edge of oscillation and uncouple to the max, one can audibly hear the sidebands get clipped down to about 1.5khz on the RAL and about 1khz on my detector, which indicates my detector has a little better selectivity than the RAL. That is what I consider the acid test in a regenerative detector --- if you can't hear the sidebands get clipped (the noise passband narrowing from about 6khz down to 1 khz or so as you slowly DECREASE the regeneration until it finally stops oscillating) you have a poorly designed regenerative detector. Of all the regen sets I have tried, the RAK seems the best at this, and can cut the noise width down to much less than 1 khz, perhaps about 750 cycles or a little less. That is totally independent of the rf stages and wholly dependent upon the detector. Who needs a filter if the passband is that narrow with a good regen detector? That is why the RAK does not have the filtering the RAL has in the audio, and why they caution in the manual not to try to listen to AM on the RAK, because it will clip off the sidebands into mush, in normal operation. The RAL will do this, but only down to a point, that will allow communications grade AM to be received, but not short wave broadcasts, very well.

>with 1 mighty pole of rf selectivity, you want to shield that precious
>tuned circuit from any loading, which lowers the potential maximum
>selectivity, and from any external reactances, which can detune the

>receiver in operation, or make resetability to a logged frequency
>difficult.

The secret here is UNCOUPLING as much as possible. In the early 20's, Boyd Phelps and a few others were hot into ``low-loss'' circuit design and ``loose coupling'' where coupling was optimized for 6 INCHES between primary antenna coil and secondary detector coil. Closer than that gave problems (c.f. 1922 -- 1925 QST's ``Designing Low Loss Tuners'', etc., about 3-5 articles in that period if my memory is correct today).

If properly uncoupled, I usually get less than 2 khz pulling of the oscillator from no antenna and detector maxed out on the edge of regeneration and an end fed 150 foot wire and detector maxed out on the edge of regeneration, again. That allows good dial resettability on my regens where I set the band to give the bottom of the CW band on one end of the dial and then about 100khz up at the other end. That does not usually happen on the usual Knightkit or Doerle special, unless you take pains to uncouple more than you expect.

One added feature of uncoupling to the max, is that the selectivity is dramatically increased, because the antenna is not loading down the coil and dead spots are nil. If you get dead spots you are WAY overcoupled.

>having to diddle with an antenna coupling condensor of a few
>pf to keep the antenna from loading the tuned circuit so heavily that
>the set no longer will oscillate, is a hassle, in my book.

To me, or my book as it be, that is a sign of an overcoupled detector, and much less coupling is required.

>(of course,
>an actual antenna transformer winding like in the knight spanmaster,
>will pretty well solve this). regards resetability, the lafayette
>ExploreAir has a nice hamband marked bandspread, but as you can
>imagine, an hf tuned circuit coupled to an external capacity thru an
>adjustable condensor (ant coupling) does not make the freq markings
>very reliable!

Again, it is overcoupled. If the link or primary/secondary coupling is wound together on the detector grid tank, it is probably overcoupled, and a compromise in design, from the factory. Even with only ONE link turn wound on the grid coil form, most all of my sets show strong sigs of pulling and overcoupling on strong signals. As a rule of thumb, a one-turn link needs at least 1 inch coupling between it and the grid tank coil. Closer than that is a compromise.

>most of us won't be using our regens on a rolling schooner
>in heavy seas, so the cw note won't swing from hi to low continuously

>as the antenna comes nearer to ground (the sea), but the same kind
>of considerations apply, selectivity and stability. i once used a knight
>space spanner in an apartment, where switching a wall switch to
>control the room light actually changed the freq the radio was tuned to.
>the indoor antenna coupled to the room power wiring, and the coupling
>induced varying capacitance to the receiver's one lonely tuned circuit.
>i call this the "tuned circuit flapping in the breeze syndrome". that's
>why most hi-end regens included the rf stage, plus of course the post-
>1941 consideration of detector radiation.

That still would be suggestive of overcoupling. None of mine swing in the antenna circuit (my Hartleys do up to about +- 1khz and that gives me some problem, but that is another story).

I have heard stories about the ship swinging effect. I would still suspect overcoupling, although, one needs to remember that the classic regen sets in marine use (typified by the IP-501A style sets that used direct primary coupling from the antenna into the detector) were originally designed for spark, where coupling was much greater than in usual regen receiver practice. There are cautions in the literature I have on these early sets that stress not overcoupling the receivers to the antennas in marine use. It is probably related some to this swinging capacitance change effect, and some to broad selectivity in non-oscillating mode.

>selectivity and the grid resistor: yes the higher the gridleak, the less
>diode cathode-grid current can flow, the less loading of the tuned ckt
>and selectivity stays high, with the drawback of increasing sensitivity
>to blocking under strong signals. an rf stage can help here also, if it
>has controlable gain. some of the 1950s regen ckts show a cathode
>follower following the tuned ckt, feeding the gridleak detector; this
>eliminated the loading on the tuned ckt and gave better selectivity.

Yes, Mackay was big on this style circuit and I think the last RCA model used this technique of a ``regenerator'' tube ahead of the detector. The principle was suggested in 1932 by an Italian ham, and published in a QST column. The 40's and later Mackay and RMCA sets used this technique, if I have my thoughts correct. I will have to go back and check my RMCA and Mackay manuals to be sure.
I use the extremely loose coupling with high-value grid leak and low value grid cap to do the same practical thing.

I did some interesting tests last night with a local Boatanchorite Dale/AD4YH doing QSK with the ARC-5 TX and one of my two-tubers at 24 vdc on the detector and audio stages (76 tubes in tickler detector and choke coupled audio style), and found that it was not easy to do good QSK with a 10 meg grid leak and 10pf grid capacitor --- the time constant was practically about 5-7 seconds after keyup for recovery.
It worked fine for semi-qsk tho. I need to try shunting a 10K resistor

across the 10 meg grid leak during key-down to make the regen QSK a bit faster. A glass reed relay may do that. I will have to try that.

>so, i would say the "ideal" regen ckt might go something like this:
>6EH7 rf, 12AT7 cathode follower + gridleak detector, 6EH7 regen-
>eration amplifier, 6AR6 audio. and ACPS external and a couple
>meters away to minimize ac hum magnetic coupling.

This sounds like a good design. I would use octals, thus.....

Rf stages (two) - 6AC7 or 6SG7
Detector - 6C5 or 6J5
Audio - two stages 6J5 transformer coupled for headphone
Speaker audio - outboard 6V6 or 6K6 or 6G6

I would run it on battery filament power and 90vdc battery plate power. I would have variable coupling on the antenna circuit, fully tuned with a series tuned circuit or a pinet, run the first rf full blast, gain control the second RF and have variable coupling between the rf stages and the detector, and run the headphone audio full blast. I would opt for full shielding between all stages and gangtuning with peaking rf controls for the capacitors. I would probably add a small detector vernier capacitor. I would definitely tune the audio with at least passbanding or peaking the interstage transformers in the headphone stages. All stages would be individually shielded for rf and magnetics. Since exotic mumetals are not common anymore, that would probably dictate steel enclosures. Basically, that is the RAL again. RCA did it right, after all.

For generic ham use, with careful attention to such things as coupling, shielding and bypassing, I would also opt for the traditional detector and two step transformer coupled as a good generic set for anything below 12mhz. Above 12mhz, you really need the help of an RF stage.

>so to summarize, from my experience, i would opine that the rf stage
>plus a good dial action makes the set a real sweet operator.

Definitely. IF you want a maxed out set, do look at the RAL design, and you will find that hard to beat, even with todays tubes and parts and design criteria. If anything, I place the most emphasis on the use of a good dial and bandspreading, with uncoupling second, and the high-value grid leak/low-value grid cap as third. After that, they are all quite similar. For regeneration control on triodes, stick with throttle condensers. For regeneration control on pentodes, screen voltage control is usually the best, although throttles in the screen circuit work just fine there, too, in Dow's electron coupled Hartley oscillator style detector circuit.

>of course, there's a place for simpler sets where it's understood that
>more skill is required to use. and there's a lot of 1930s type fun in
>listening to dx for example on the Radio-TV Experimenter "5 Way
>$5" regen radio, using a 1U4 in the "space charge" circuit (signal
>grid and screen grid exchanged, so as to run on low plate voltage.)

Well, I would not consider the SE-143 --- IP-501A --- BC-131 style sets simpler, although they are still the same three-tuber. But, the design parameters and construction features make them quite acceptable for ham use on the lower bands, and quite a step above the usual homebuilt simple set. If I had to compare a space charge single tuber with an SE-1220 single tuber, I would definitely give the operators nod to the SE-1220. I have built a number of single tube detector regen sets, over the years, and only about one in five were any good for on-the-air-use, for anything other than local rag chews. The main reason is that there is no headphone volume in an average room unless very quiet. It will bring in the loud stations and the short wave, just fine. The minimum practical usable receiver is a well-designed and well-built detector and one-step audio. The best example of this that I have ever seen is in the Radio Handbook 12th edition, using a 6J7 and 6C5 (a 6SJ7 and 6C5 or even a pentode/triode 6AN8 or such would probably do well here). The dual 6AQ5 set in the middle 60's How to Become a Radio Amateur guide is also a pretty solid two tuber set with a good basic, but well thought out, design to it. A better set would be a detector and two-step audio, transformer coupled. A better set would then be the rf stage added in front of any of the detector and n-step sets. Finally, the top of the line is the RAL with two stages of rf, a detector, two stages of audio with audio avc and good low-pass and tunable passband filters. That is really the top of the line.

The very simple 1 and 2 tubers typified by the entry-level ARRL Handbook sets, the 1934 Shortwave Handbook sets, and the Radio Handbook sets, are usable, but require a lot of sound tweaking to get them to an every-day style set. They also require a fair amount of practice with, hands-on, to make them work in modern ham band conditions. Stick to a good 2-tuber or better for starters, and I would also follow hue's lead of put an rf stage on it unless you know what you are about and what you need to do to optimize and operate the simple sets. I don't have any trouble with or without an rf stage, but then I have been designing and building and daily operating these things in the hamshack for 25 years. The average newcomer's mileage will vary considerably, and his practical success can be good or abysmal and a hair-tearing experience.

Remember, designing a good regen receiver, simple or complex, is not an easy matter. There is more to the art form than is commonly let on in the simple receiver articles. It can be done simply, but you have to have a pretty good idea of how to optimize the simple design into a good workable everyday receiver. Also, operating one is not quite as easy as it first seems. But, with some bit of practice and

a good design to start with, it can be done..... that ol' fool BA Bob
has a'been doin' it fer as long as he can remember.....(:+\\.....

>hue miller

Good discussion hue......

73/ZUT DE NA4G/Bob UP

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: More Regen Threading the Eye of the Needle.....
Message-ID: <970219145109_-1574921103@emout13.mail.aol.com>

In a message dated 97-02-19 12:54:48 EST, rdkeys@csemail.cropsci.ncsu.edu
writes:

<< and I thought I
would add a few more tidbits. >>

gentlemen and gentlewomen, this i suppose maybe a 'waste of
bandwidth' but this post from rdkeys seems to me the 'magnum
opus' of regen lore !! this gentleman could write the book !!
great stuff !   hue miller

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Rodger Singley <rbsingl@rs6000.cmp.ilstu.edu>
Subject: need HQ170 pwr xfmr
Message-ID: <199702191950.NAA80820@rs6000.cmp.ilstu.edu>

If anyone has a parts HQ170 (or 180) with a good power xfmr, I have need of
one. Otherwise I guess I need to check one of the Hammond units, the stock
units carried by AES have far too high a voltage in the current range
required by the 170 (filament current is also rather high given the number
of tubes in use).

Thanks,
Rodger WQ9E

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: nielw@ix.netcom.com (Niel Wiegand)
Subject: Oops: Fixed National Radio Web Page

Message-ID: <199702192328.RAA16076@dfw-ix13.ix.netcom.com>

The correct url for my National Radio web page is:

http://www.io.com/~nielw/index.htm

You wrote:
>
>
>> that's part of my web page at http://www.io.com/index.htm.
>
>Did you leave out part of the URL here??
>

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: bjacob@iofc.com
Subject: QSTs NEEDED!
Message-ID: <199702191628.DAA15099@iofc.com>

Hello BA fans,

In an effort to complete my humble 1950 - 1975 QST collection, I am posting my needs here. If anyone out there has any of these (or knows of someone who does) I would surely appreciate hearing about it!

I need the following issues:

1950 -- ALL
1951 -- ALL
1952 -- Jan, Feb, Mar, May, June
1957 -- Jan, May, June
1958 -- Sept
1959 -- Feb, March
1960 -- July, Dec
1961 -- May, June, July
1963 -- April
1965 -- Sept
1969 -- Nov, Dec

Thanks!

Jacob Worthington
K4HJ

Conway, Arkansas, USA

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Bill McFadden <bill.mcfadden@tek.com>
Subject: Re: R-390A AGC Problems
Message-ID: <199702191714.JAA10210@tiktok.cse.tek.com>

>I have a problem with one of my R390A's. It has little to no AGC action. I
>can ride gain on the RF control but in AGC it overloads. I have identified
>it to the IF chassis (pretty sharp huh) and its not any of the tubes.

I once traced an R390A AGC problem to a bad mechanical filter. AGC voltage is passed through either the input or output coil, I don't remember which. Anyway, this filter was still working fine but had developed a leakage to ground. I disconnected it, and the problem went away.

--
Bill McFadden Tektronix, Inc. P.O. Box 500 MS 50-350 Beaverton, OR 97077
bill.mcfadden@tek.com   http://www.rdrop.com/users/billmc   (503) 627-6920
CAUTION: Don't look into laser beam with remaining eye.
Any opinions expressed above are not necessarily those of Tektronix, Inc.

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: "Lon W. Cottingham" <k5jv@swweb.net>
Subject: R-390A/R-725 Ballast Tube Replacement
Message-ID: <330A74BD.6D08@swweb.net>

Greetings to All,

Some time back I mentioned an article by Bill Kleronomos, KD0HG, about ballast tube replacement. Many of you asked me for more information about the article. I apologize for being so long in making this posting. My personal schedule has allowed me very little time for such activities.

The article is "UPDATING THAT R-390A, An Improved Current Regulator and Noise Limiter", page 24, February 1995 Electric Radio. Copies of this periodical are available form the publisher, Barry R. Wiseman, N6CSW, 14643 County Road G, Cortez, CO 81321-9575.

I am amazed at some of postings about this subject. The general trend seams to be a total disregard for the original design requirements. Some suggest replacing 6 volt tubes with 12 volt tubes. Some suggest plugging a resistor into the ballast tube socket across the input and output. One suggested adding an outboard transformer. These suggestions, along with some of the other really outlandish ones, will all work. That is, if all you want your receiver to do is to produce sound. National Radio even went so far as to published a service bulletin for the HRO suggesting that ballast tubes be replaced with 6V6's (that was 25 years ago). Back in those days that was about all that could be done. Today he have better technology and the parts are readily available.

Does anyone wonder why Collins designed in the ballast tube concept in the first place. They mush have had a reason. I suggest they did and it was stability. This concept was carried to great ends in many different receiver and transmitter designs. In the T-368 transmitter the filaments of the Collins PTO are regulated by a "sola" type transformer. If you want your receiver to perform close to the original specs, you must use some sort of oscillator filament regulation or have better line voltage regulation at your QTH than I have at mine.

The Ballast tube is no longer practical. Luckily, with about six components and very little effort on your part you can solve the ballast tube problem forever and increase the stability of your receiver (All of this for a cost of approximately $5.00). I strongly suggest the every R-390A owner read this article. One response to the original posting mentioned how complicated and difficult this mod was to make. If you think that this mod is difficult, I suggest that you do not use it. I also suggest that you never clip your finger nails, attempt to change a toilet paper roll, or use a paper clip.

In the Article, Bill suggests using either of two types of regulators. He likes the TO3 case unit. I suggest the three terminal type because of greater simplicity. All you have to do is clip a couple of wires, add a terminal strip to the inside of the IF module, and install six component. This method does not show at all!

If all you want to do is hear sound from you receiver, use the 12 volt tube idea or the resistor (please don't add an out board transformer). Either will work. If you want your wonderful old receiver to work "like it used to" or even exceed the original specs, try Bills idea. It will take you longer to get the six parts together than it will to do the job.

73 de Lon, K5JV

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Richard Post <POST@ouvaxa.cats.ohiou.edu>

Subject: RE: Re KLM
Message-ID: <A4992ZWSHE3037*/R=OUVAXA/R=A1/U=POST/@MHS>

KLM (Koninklijke Luchtvaart Maatschappij) (AKA Royal Dutch Airlines) has been a Dutch business since 1919. The neighbors dropped in for an extended visit in the 1930's. Check out http://www.klm.nl/About/default.htm for a bit of history. Before we get off track, it's quite likely that the Germans used the initials as well but not necessarily in any relation to the airline. Even the Dutch use the initials for other things such as Klub Lange Mensen (Tall People Club) with a bit of Dutch humor.

Back to BA. Anybody know if the Germans used their own tubes in their HRO copy, or did they use standard American clones as well?

Rich

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: Re KLM
Message-ID: <970219133623_-1474891089@emout02.mail.aol.com>

In a message dated 97-02-19 11:09:42 EST, POST@ouvaxa.cats.ohiou.edu (Richard Post) writes:

<< Back to BA. Anybody know if the Germans used their own tubes in their HRO

copy, or did they use standard American clones as well? >>

used their own EF, EL series. one unusual thing is the only bandspread
is on the 6 and 15 mc/s bands, and one of the output connections sez
it is for teleprinter.
hue miller   (talking about the KST, not the Siemens version)

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Karl-Arne =?ISO-8859-1?Q?Markstr=F6m_08?= 6017171
Subject: Re: Re: ?? American tubes produced in Third Reich 1943 ??
Message-ID: <D88ISG2E444*/R=A1/R=MRGST/U=KAM/@MHS.stoa.mobile.telia.se>

Boatanchorites,

I'd like to add my comments on the German tube question:
ª
ª> (= "Property of War Dept. Air", taking KLM for
ª> ? Kriegsluftministerium ?)

ªHank van Cleef wrote:

ªThe German air force was always "Luftwaffe"---"air arm."

A few German tubes I've seen that were used for air defence purposes (parts of the Wurzburg-riesen radar set)
had the marking "Telefunken RS.... Eigentum der R.L.M." where R.L.M. stood for Reichsluftfahrtsministerium
which was one of the Government agencies responsible for research and development of anti-aircraft systems.

Tubes for Air Force (Luftwaffe) use would most certainly would have had Luftwaffe property markings.

ªMy guess is that the KLM acronym remains tied to the Dutch
ªairline----konigsluftshiffmatschaapi, if I recall correctly. This
ªmaintains a "noncollaborationist" arms length commercial relationship,
ªand very likely the goods went in equipment used in one of the
ªoccupied countries, not the Reich.

The word "Eigentum" means "property of", and with the usual German taste for acronyms, there must
have been a civil or military organization with these initials.

73/Karl-Arne Markstrom
kam@stoa.mobile.telia.se

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Rodger Singley <rbsingl@rs6000.cmp.ilstu.edu>
Subject: Re: Re: need HQ170 pwr xfmr
Message-ID: <199702192050.OAA48194@rs6000.cmp.ilstu.edu>

A quick clarification of my previous post, to clarify I am referring to the filament current demand of the 170 being too high, I am not complaining about excess current capacity of the "near fit" AES xfmrs (forgive me, I just had lunch with a gaggle of accountants and I still may not be thinking clearly). Also, did someone once post a list of the available Hammond units to the list, I vaguely recall this being posted a month or so ago-If anyone has this still, could they please email it to me.

Thanks,
Rodger WQ9E

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Larry Kayser <lkayser@rideau.net>
Subject: Russian post WW II Spy Radio
Message-ID: <2.2.32.19970219145152.0068938c@mail.rideau.net>

Greetings:

I have a contact inside the United States that has for sale some parts of a POST WW II Russian Spy Radio. The closest analogy to this set is it is the Russian equivalent of the RS-6. The set is not complete. I am told the TX is restorable, the power supply can be fixed up with work, the RX is a basket case. The probability of finding parts is less than the probability of me finding the B2 parts I need for my British SOE B2 radio.

The price asking is outlandishly high at $1500 US$. A price of $300 US$ might attract some action, if I have a sense of the item.

The set being post WW II is NOT inside my window of interest which is why I am passing on the information.

IF ANYONE HAS ANY TYPE 3 MARK II PARTS (OR KNOWS WHERE SOME PARTS MIGHT BE FOUND), KNOWN AS A "B2" SUITCASE AS USED IN WW II BY THE BRITISH SOE, PLEASE CONTACT ME DIRECTLY. I AM ALSO LOOKING FOR A RESTORABLE POWER SUPPLY FOR AN AMERICAN SSTR-1. I AM ALSO LOOKING FOR AN AN-PRC-1 AMERICAN SUITCASE WITH RUSSIAN CYRILLIC PRINTING ON IT.

Larry
va3lk / wa3zia

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: Swelling pot-metal
Message-ID: <memo.603867@cix.compulink.co.uk>

>no 'probably' about the metal quality. i wish i could show you the coil turret from a Torn Eb, with the metal swelling and cracking so that the turret cannot turn past the switch contacts. or the Torn Eb whose front panel has swollen so much that the set is jammed tight in its case, cannot be withdrawn.

Sure thing but this would not have been known at time of manufacture. Mazak, zamak or whatever you call it can be cast to high levels of dimensional accuracy. It can also take fine detail (it was used to make Dinky Toys (Britain), Tootsie Toys (USA) and many parts in model trains in the 1930s, 40s and 50s) but its long-term dimensional stability is not so good, turning dry and brittle with age or high levels of humidity. Worse still, it can distort badly and when forced back to its proper shape, break into many pieces.

Point is, it was OK when made and only 'crystallised' or deformed later. The folklore is that workmen used to throw the silver paper from their cigarette packets into the ingots 'to add grist to the mill' and this of course added impurities or destroyed the careful balance of ingredients. The nett result is the mazak disease collectors like you and me have come to recognise (known technically as intergranular corrosion). At the time the castings were made, I don't think anyone really quite understtod the need for scrupulous cleanliness and purity. It is of course tragic that otherwise good radios cannot be restored; you have my sympathy.

Twenty years ago, when I collected model trains, I saw a superb old (German) model in a shop window. I said I'd buy it, the shopkeeper took my money (quite a lot, proper collector's price) and handed it over... and it crumbled to dust in my hands. "Nice model you've just bought", he said.

Andy.

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Brian.Harris@sv.sc.philips.com (Brian Harris)
Subject: Ten-Tec 4229 antenna tuner
Message-ID: <30b94580@scs.philips.com>

Does anyone have a diagram that shows the dial stringing arrangement for a Ten-Tec 4229 antenna tuner? If so, a copy would be greatly appreciated.

TIA,

Brian Harris WA5UEK
3521 Teakwood Lane
Plano, Texas 75075

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: Tnx on LK-2000
Message-ID: <Pine.SUN.3.91.970219171507.1817A@dot.w6bhz.calpoly.edu>

Thanks again to all who have contributed to info on this particular amp. I have many responses and fowarded the information to the concerned party. I'm sure he is very happy to get the info. Cal.

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: "William L. Fuqua III" <wlfuqu00@pop.uky.edu>
Subject: TV-7U adapters
Message-ID: <199702192132.QAA05307@pop.uky.edu>

I need a list of the adapters available for the TV-7U tube tester. I mostly interested in checking transmitting tubes and if I can't find the adaptors maybe I could build the ones I need if I had the schematics and tube charts.

This one had a open meter and it took me a while and steady hands to fix the meter. However it seems to be working now.

73
Bill wa4lav

```
  William L. Fuqua III  P.E.  E-mail WLFUQU00@POP.UKY.EDU  Phone (606) 257-4155
  Department of Physics and Astronomy      CP-177 Chem. Phys. Bldg.
  University of Kentucky ,                 Lexington, Ky 40506-0055
```

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: VALVO valves
Message-ID: <memo.590050@cix.compulink.co.uk>

> Philips probably had plants in France also, producing for
whomever paid the bill.

I've just had a quick look in the Philips centenary history book (1991). It says before the war Philips bought up the valve-making firms of Valvo (Germany), Mullard (Britain) and Vatea (Hungary). It also says they opened sales subsidiaries in France, Ireland, Italy, Greece and many other countries.

Whether Philips had a factory in France before the war I cannot say but they would have 'badged' products for the French market just as they did for the British market (valves made in Eindhoven had the Mullard name plus the words 'Foreign Made'). After the war their factory(ies) in central Europe was/were appropriated by the incoming Communist regimes. At a trade fair a few years ago I saw one of these firms proudly stating its long lineage going back to Philips times!

>Money transcends borders.

Too right. An excellent book on this subject is TRADING WITH THE ENEMY - THE NAZI AMERICAN MONEY PLOT 1933-1949 by Charles Higham (Barnes & Noble Books, 1995) which tells (painfully for you Americans, I suppose) how ITT, SKF, Standard Oil and Ford circumvented the rules in WW2, continuing to trade with their partner companies in Axis countries. How they re-routed consignments through south America and Switzerland and how they continued to bankroll the German government. It even describes how ITT-made equipment was cracking American diplomatic codes for the German army! An utterly amazing book, although by now nothing should amaze me about WW2.

Andy, G8PTH.

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: VALVO valves
Message-ID: <970219150008_650257786@emout12.mail.aol.com>

In a message dated 97-02-19 13:07:47 EST, midshires@cix.compulink.co.uk (Andrew Emmerson) writes:

<<
 > Philips probably had plants in France also, producing for
 whomever paid the bill. >>

it occurs to me that the largest part of this mystery is just why US standard valves were being produced. for what apparatus??
the german military certainly did not use these types, for their tactical military equipment. the german "HRO" did not. maybe the french aviation or military establishment used US-contract built equipment? purest speculation on my part. and then was taken over by the Reich? Japanese military used mostly US-standard types. but they had no need to import ordinary valves, i believe they received from their "ally" only some new development radar or UHF valves. hue miller

---

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Sandy W5TVW <ebjr@worldnet.att.net>
Subject: Re: variable bandwidth IF cans -or- how to screw up some
Message-ID: <19970220012333.AAA27459@LOCALNAME>

At 12:58 AM 2/19/97 +0000, you wrote:
>post snipped on testing IF cans with third windings....

>
>
>You know, I read a post here recently that suggested the third winding
>actually =narrowed= the BW, for a reason that I can't remember right now.
>
>But I can't see how shorting/loading that tertiary winding could do
>anything but =widen= the BW. I mean, it's just gotta act like a
>Q-killer, right?
>
>R.
>--
>
>   It depends! The tertairy winding is usually used in a way to vary
the mutual inductance between the two main tuned windings, thereby varying
the coupling between the two. Most of the sets that have such an
arrangement usually are aligned in the sharpest non-crystal filter position,
or the windings are swamped with an external resistor. (i.e.: the primary is
'swamped' whilst the secondary is adjusted, then vice-versa.) In this way
the 'nose' of the bandpass is preserved if the coils are overcoupled.
73,
E. V. Sandy Blaize, W5TVW
"Boat Anchors collected, restored, repaired, traded and used!"
417 Ridgewood Drive,
Metairie, LA., 70001
ebjr@worldnet.att.net
Looking for: 860 tubes, WL-460 tubes, RK-18,20,28 tubes
Butternut HF2V antenna, G-R test gear....................*

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Ho4bart@aol.com
Subject: Re: variable bandwidth IF cans -or- how to screw up some National
Message-ID: <970218235709_445499802@emout10.mail.aol.com>

In a message dated 97-02-18 19:57:59 EST, rhager@millcomm.com (Richard Hager)
writes:

<< You know, I read a post here recently that suggested the third winding
 actually =narrowed= the BW, for a reason that I can't remember right now. >>

maybe that was me, referring to an article on the bc-348 that suggested
a shorted turn BETWEEN the two windings to increase selectivity. in this
receiver this one transformer is overcoupled for wideband response. yes one
would expect the shorted turn to just load the tuned circuit, but when used
like this suggestion i suppose it "shorts" the magnetic flux lines and
actually

"adds some shielding" between the input & output windings. that sound
okay? i never tried it, but the curiousity is getting to me, altho i haven't
a
way to display the response graph at present. the article used this kink and
also removed the dc plate currents from the IF transformers to achieve what
looked like (from author's graph) a respectable increase in selectivity.
hue miller

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Richard Hager <rhager@millcomm.com>
Subject: Re: variable bandwidth IF cans -or- how to screw up some National
Message-ID: <330B4C09.737@millcomm.com>

Ho4bart@aol.com wrote:
in this
> receiver this one transformer is overcoupled for wideband response. yes one
> would expect the shorted turn to just load the tuned circuit, but when used
> like this suggestion i suppose it "shorts" the magnetic flux lines and
> actually "adds some shielding" between the input & output windings. that sound
okay?
> the article used this kink and also removed the dc plate currents from the IF
transformers to achieve what looked like (from author's graph) a respectable
increase in selectivity.
--

Aaahhh.... The xformer was -over-coupled to begin with. Sure. It makes sense
that the initial condition of the xformer would be important in determining
what effect the extra winding would have.

The second item is interesting also. Although I've not done any work with IF
cans, I can say that the amount of DC current in a switching power inductor has
a large effect on its characteristics. It wouldn't surprise me if removing the
DC from an IF can would lead to a higher Q.

R.

Richard Hager

+ Ah-ha! Design Group, Inc.   -
+ Precision CNC Technology, since 1991 -
+ 612-641-1797, Fax: 612-641-8681   -
+ "I just like to make things" so...   -
+ ...for CNC info, please call Ah-ha! direct -
+ http://www.ahha.com email: sales@ahha.com   -

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997

From: Ho4bart@aol.com
Subject: Re: variable bandwidth IF cans -or- how to screw up some National
Message-ID: <970219150804_850131459@emout11.mail.aol.com>

In a message dated 97-02-19 14:52:17 EST, rhager@millcomm.com (Richard Hager)
writes:

<< Aaahhh.... The xformer was -over-coupled to begin with. Sure. It makes
sense
that the initial condition of the xformer would be important in determining
what effect the extra winding would have. >>

this should be added as a "trick question" to the hamradio test, question
pool. hue miller

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Ho4bart@aol.com
Subject: Re: variable bandwidth IF cans -or- how to screw up some National
Message-ID: <970219151510_751635466@emout15.mail.aol.com>

In a message dated 97-02-19 14:52:17 EST, rhager@millcomm.com (Richard Hager)
writes:

<< It wouldn't surprise me if removing the
DC from an IF can would lead to a higher Q. >>

forgive me, but i think what the author was aiming at, was
avoiding detuning of the IF resonance under varying dc
plate current. hue miller

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: kb5wwo@juno.com (George Folse)
Subject: Wanted Astatic Microphones
Message-ID: <19970219.163535.5071.0.kb5wwo@juno.com>

Hello All
Still looking for Astatic Mic model JT-30,and D-104 without the PTT. I
do not know the stand #.
Thanks
George kb5wwo@juno.com

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: George Humphrey <gah@koyote.com>
Subject: Wichita/OK City BA Haunts
Message-ID: <1.5.4.32.19970219044548.00a0c474@mail.koyote.com>

BAers,

Business takes me through OK City and into Wichita for a few days next week. Are there any BA haunts that one should visit looking for the little glow thingabobs? How about a good electronic surplus shop? Any help will greatly be appreciated.

Thanks,

73 George KC5WBV
gah@koyote.com

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Tom Norris <badger@telalink.net>
Subject: Will bring Tek scope stuff to Dalton
Message-ID: <3.0.1.32.19970219175016.006de6e8@telalink.net>

Hopefully I will be able to make the trip, maybe. If so, I will bring a box of assorted plugins and a 547 with a 100 volt PS problem (and a manual) if anyone would want them. Anyone interested in giving them a good home?

Tom KA4RKT
badger@telalink.net

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Laird_Tom_N@hpmail1.90.deere.com
Subject: WTB EV 664 mic
Message-ID: <H00005a004acc817@MHS>

I'm looking for a EV 664 mic with stand in excellant cosmetic and working condition. If have one and want to sell it, please let me know. I would like to use it with an S-line I picked up over the weekend.

Tom Laird WC9M Moline, Il.
TL39597@deere.com

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: Brian.Harris@sv.sc.philips.com (Brian Harris)
Subject: WTB: 2050 tubes
Message-ID: <30a85d70@scs.philips.com>

Someone not too long ago advertised 2050 type tubes for sale. I could use
several for a homebrew project and as spares for a GR modulation monitor.
I hope they are still available. Thanks in advance.

Brian WA5UEK

From boatanchors@theporch.com Wed Feb 19 19:46:20 1997
From: Mike Toneri <toneri@ils.net>
Subject: WTB: 813 socket
Message-ID: <199702200040.TAA08782@server1.ils.net>

A friend of mine is looking for a socket for an 813 tube. If you have one
that you would like to part with, please let me know and I will have him
contact you.
73...Mike VE3FGU

****
Mike & Lynda Toneri   E-mail: toneri@ils.net
****

From boatanchors@theporch.com Wed Feb 19 12:10:31 1997
From: ARONGV@aol.com
Subject: WTB: Remote VFO & Mikes
Message-ID: <970219005241_1381955216@emout16.mail.aol.com>

Hi Gang:

Looking for a Swan 410 remote VFO that mates with the Swan 500.

Also looking for Turner mikes that could work with the Swan rigs. DON'T need
to be cosmetically collector quality.

Ron   Wo0IZ   Kansas City